

ENVIRONMENTAL IMPACT STATEMENT

Berkeley Bikeways plan

As required by the Environmental Quality Act of 1970, the following Environmental impact Statement is submitted describing the impact of implementation of the Berkeley Bikeways Plan.

The Project: The Berkeley Bikeways Plan is a system of routes throughout the City of Berkeley designed to allow safe use of bicycles for recreation and transportation. All routes are to be designated by signs identifying them for both cyclists and motorists. On some streets where heavy bike-traffic is anticipated automobile parking will be removed from one side to make room for safe cycling.

1. The probable impact of the proposed project on the total environment.

The bikeways project was initiated as one with a number of positive effects on the total environment. It is anticipated that the bikeways will encourage cycling by more people, which in turn will have the following effects:

- a) Lessened contribution to auto exhaust air pollution.
- b) Lessened traffic congestion due to the smaller space required for bicycles and to the better channelization and separation of auto and bike traffic.
- c) Lessened contribution to background automobile noise.
- d) Reduction in amount of land devoted to automobile parking.
- e) Public Health benefits accruing from exercise involved in cycling.
- f) Social benefits resulting from better contact between citizens of different segments of the community without the insulating effects of being in an automobile.

INSTITUTE OF GOVERNMENTAL
UNIVERSITY OF CALIFORNIA
DOCUMENTS DEPARTMENT

FEB 21 1973

LIBRARY
UNIVERSITY OF CALIFORNIA

7801515

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAY 31 2024

UNIVERSITY OF CALIFORNIA

- g) Increased opportunities for recreational cycling, especially in the waterfront area encouraging better public access to the waterfront environment.
- h) Encouragement of use of mass transit (BARTD) by furnishing alternative feeder system to stations by bicycle.

2. Probable Adverse Environmental Effects.

No probable adverse environmental effects are foreseen for the project. The project is primarily one of redesign of the existing right-of-way to accommodate bicycles as well as auto travel, and thus will involve no worsening of environmental effect than at present. Small amounts of pathway proposed for construction in the waterfront area are not of such extent to affect drainage, water pollution from runoff, climatic change, etc.

3. Mitigation measures proposed to minimize the impact.

No mitigation measures necessary. The project was proposed as one meeting an expressed need and tending to mitigate bad effects on the environment occurring at present.

4. Alternatives to the proposed project.

No alternatives are deemed necessary. The alternative of "no project" would result in a net loss to the cause of environmental protection.

5. Relationship of long and short term effects.

The project is seen as having only positive short range environmental effects which should grow as the use of the bicycle for recreation and transportation grows in the future.

6. Irreversible and irretrievable commitments of resources.

None.

U.C. BERKELEY LIBRARIES



C123306354

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAY 31 2024

UNIVERSITY OF CALIFORNIA